

## **Mikrozensus Mobilität und Verkehr 2010**

### **Zunahme der Bahnkilometer – Rückgang des Führerscheinbesitzes**

Seit 1974 werden in der Schweiz alle fünf Jahre statistische Erhebungen zum Verkehrsverhalten der Bevölkerung durchgeführt. Für den Mikrozensus Mobilität und Verkehr 2010 wurden rund 63'000 Personen in der Schweiz zu ihrem Verkehrsverhalten befragt. Die Auswertung zeigt auf: Die Schweizer Bevölkerung wird immer mobiler. So betrug die pro Person zurückgelegte Tagesdistanz 2010 durchschnittlich 37 Kilometer. Dies entspricht seit 2005 einer Zunahme von 4%. Zurückzuführen ist dies auf die steigende Zahl der gefahrenen Bahnkilometer. Die mit dem Langsamverkehr bewältigten Kilometer haben sich kaum verändert. Gleiches gilt für die Autodistanzen. Freizeit und Arbeit sind nach wie vor die wichtigsten Verkehrszwecke und sind zusammen für 64% der Tagesdistanzen verantwortlich. Der Autobesitz ist leicht rückläufig. Augenfällig ist der starke Rückgang des Führerscheinbesitzes bei jungen Erwachsenen. Verfügten 1994 noch 71% der 18-bis-24-Jährigen über einen Fahrausweis, waren es 2010 nur noch 54%. (Sprache: de, fr und en)

Weitere Informationen:

Mikrozensus Mobilität und Verkehr 2010

[www.bfs.admin.ch/bfs/portal/de/index/themen/11/07/01/02/05.html](http://www.bfs.admin.ch/bfs/portal/de/index/themen/11/07/01/02/05.html)

## **Microrecensement mobilité et transports 2010**

### **Plus de kilomètres en train – moins de permis de conduire**

Depuis 1974, une enquête statistique sur le comportement de la population en matière de mobilité est effectuée tous les cinq ans en Suisse. Près de 63'000 personnes ont été interrogées sur leur mobilité dans le cadre du microrecensement mobilité et transports 2010. L'analyse des données montre que la population suisse est de plus en plus mobile. En moyenne, la distance journalière parcourue s'élevait ainsi à 37 kilomètres par personne en 2010. Cela correspond à une augmentation de 4% par rapport à 2005, qui peut notamment être attribuée à l'augmentation des kilomètres parcourus en train. Les distances parcourues en modes doux ainsi qu'en voiture sont en revanche restées stables. Les loisirs et le travail sont encore et toujours les motifs de déplacement les plus importants et sont à eux deux à l'origine de 64% des distances journalières parcourues. Par ailleurs, la possession de voitures est en légère baisse alors que le permis de conduire connaît un fort recul auprès des jeunes adultes. En 1994, 71% des 18-24 ans possédait un permis de conduire, contre seulement 54% en 2010. (langue: allemand/français/anglais)

Pour plus d'informations:

Microrecensement mobilité et transports 2010

[www.bfs.admin.ch/bfs/portal/fr/index/themen/11/07/01/02/05.html](http://www.bfs.admin.ch/bfs/portal/fr/index/themen/11/07/01/02/05.html)

05.06.2012



# Press release

Embargo: 08.05.2012, 10:00

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## 11 Mobility and transport

No. 0353-1204-70

Microcensus on mobility and transport 2010

### **The population is more mobile: the railway is becoming ever more popular – the car remains the most important means of transport**

Neuchâtel/Berne, 08.05.2012 (FSO/ARE) – **On average, each Swiss resident covered a daily distance of almost 37 kilometres within Switzerland in 2010. Compared with 2005, the daily distance increased by about 4%, which is primarily attributable to rail kilometres. These figures are from the Mobility and Transport Microcensus conducted by the Federal Statistical Office (FSO) and the Federal Office for Spatial Development (ARE). This microcensus is part of the new modular census which analyses today's accelerated social change much more effectively than was previously the case.**

Swiss Federal Statistical Office  
Press Office

Swiss Federal Office for Spatial Development,  
Communication

You can find the complete text of the press release in German, French or Italian:

For German see: [Bundesamt für Statistik > Aktuell > Medienmitteilungen](#)

For French see: [Office fédéral de la statistique > Actualités > Communiqués de presse](#)

For Italian see: [Ufficio federale di statistica > Attualità > Comunicati stampa](#)



11

Mobilität und Verkehr

840-1000

# Mobilität in der Schweiz

## Ergebnisse des Mikrozensus Mobilität und Verkehr 2010



Schweizerische Eidgenossenschaft  
Confédération suisse  
Confederazione Svizzera  
Confederaziun svizra

Bundesamt für Statistik BFS

Bundesamt für Raumentwicklung ARE

Neuchâtel, 2012

# Abstracts

## Deutsch

Alle 5 Jahre werden seit 1974 in der Schweiz statistische Erhebungen zum Verkehrsverhalten der Bevölkerung durchgeführt (Mikrozensus Mobilität und Verkehr). Im Jahr 2010 wurden 59'971 Haushalte bzw. 62'868 Einzelpersonen zu folgenden Schwerpunkten telefonisch befragt: Besitz von Fahrzeugen, Führerschein und Abonnements, tägliche Mobilität (Anzahl Wege, Zeitaufwand, Distanzen), Verkehrszwecke und Verkehrsmittelbenutzung, Tagesreisen und Reisen mit Übernachtungen, Einstellungen zur Verkehrspolitik der Schweiz. Die erhobenen Daten ergeben ein detailliertes Bild zum Verkehrsverhalten der Schweizer Wohnbevölkerung. Sie dienen als statistische Grundlagen für die Vorbereitung und Erfolgskontrolle politischer Massnahmen, aber auch als Input für vertiefte Analysen der Verkehrsentwicklung.

## Français

Des enquêtes statistiques sur les comportements de la population dans le domaine des transports (microrecensement mobilité et transports) sont réalisées en Suisse tous les 5 ans depuis 1974. En 2010, 59'971 ménages, soit 62'868 personnes, ont été interrogés par téléphone sur les thèmes suivants: véhicules, permis de conduire et abonnements de transports publics; mobilité quotidienne (nombre et durée des déplacements, distances parcourues); motifs des déplacements et moyens de transport utilisés; voyages d'un jour et voyages avec nuitées; opinion sur la politique suisse des transports. Les résultats de l'enquête donnent une image détaillée de la mobilité de la population suisse. Ils fournissent les bases statistiques indispensables à la préparation des décisions politiques et à l'évaluation de leurs résultats. Ils servent aussi de base à l'analyse approfondie de l'évolution des transports en Suisse.

## Italiano

Dal 1974 in Svizzera vengono effettuate rilevazioni statistiche a cadenza quinquennale sul comportamento della popolazione in materia di trasporti (microcensimento mobilità e trasporti). Nel 2010, 59'971 economie domestiche e 62'868 persone singole sono state intervistate telefonicamente sui seguenti punti: possesso di veicoli, licenze di condurre e abbonamenti, mobilità giornaliera (numero di

tragitti, tempo impiegato, distanze), motivi degli spostamenti e mezzi utilizzati, viaggi di un giorno e viaggi con pernottamento, atteggiamenti verso la politica dei trasporti della Svizzera. I dati rilevati forniscono un'immagine dettagliata del comportamento in materia di trasporti della popolazione residente in Svizzera e costituiscono la base statistica per la preparazione e il controllo dell'efficacia dei provvedimenti politici, ma servono anche da input per analisi approfondite sullo sviluppo dei trasporti.

## Rumantsch

Dapi il 1974 vegnan fatgas en Svizra mintga 5 onns relevaziuns davart il cumportament en il traffic da la populaziun (microcensus Mobilitad e traffic). L'onn 2010 è vegnidas interrogadas al telefon 59'971 chasadas resp. 62'868 persunas singulas davart ils suandants puncts centrals: il possess da vehichels, da permiss dad ir cun auto e d'abunaments, la mobilitad quotidiana (dumber da viadis, temp impundì, distanzas), ils intents dal traffic ed il diever dals meds da transport, ils viadis d'in di ed ils viadis cun pernottaziuns e la tenuta envers la politica da traffic da la Svizra. Las datas relevadas dattan in maletg detaglià dal cumportament en il traffic da la populaziun svizra. Ellas servan sco basa statistica per preparar e controlar il success da mesiras politicas, però era sco input per analisis profundadas dal svilup dal traffic.

## English

Since 1974, statistical surveys on the travel behaviour of the population have been conducted every five years in Switzerland (Mobility and Transport Microcensus). In 2010, some 59,971 households and 62,868 individuals were surveyed on the following topics: Ownership of vehicles, driving licences and public transport travelcards, daily mobility (number of trips, time spent travelling, distances), trip purposes and use of modes of transport, day trips and trips with overnight stays, and attitudes towards transport policy in Switzerland. The data collected provide a detailed picture of the travel behaviour of the Swiss resident population. They serve as the statistical basis to prepare and evaluate the success of policy measures, as well as for in-depth analysis of transport trends.

# A brief overview

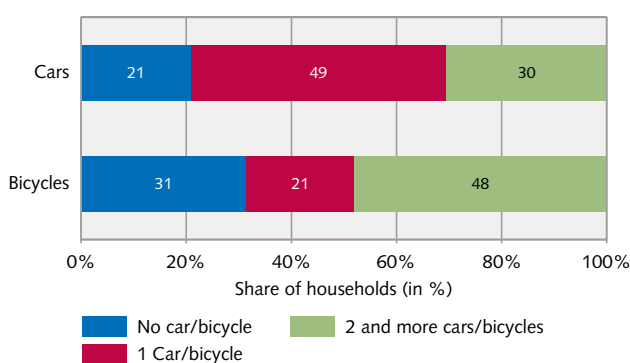
In 2010, each resident of Switzerland travelled an average of 20,500 km, all routes in Switzerland and abroad combined. This figure is one of numerous and diverse results from the "Mobility and Transport Microcensus 2010", a large-scale population survey conducted as part of the new Swiss national population census. On behalf of the Federal Statistical Office (FSO) and the Federal Office for Spatial Development (ARE), a total of 62,868 people were surveyed by telephone about their travel behaviour. Among other things, the respondents were asked what routes they take during their daily routine and when travelling, for what purpose and what means of transport they use. Other questions concerned vehicle ownership and respondents' attitudes towards a number of transport policy measures. The results of the "Mobility and Transport Microcensus" represent a foundation for policy decisions in the areas of transport, spatial development, energy and the environment. The most important and interesting results are summarised below.

## Nearly 80% of households own a car

(→ Chap 2)

As regards vehicle ownership, the survey showed that 79% of Swiss households own at least one car and 69% at least one bicycle. A striking finding is that larger households are more likely to own a car than smaller households: Only 55% of one-person households own a car.

## Car and bicycle ownership among households



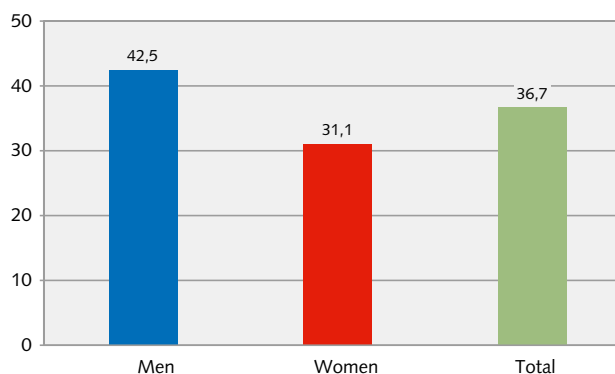
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## 37 km travelled each day

(→ Chap 3)

On average, a resident of Switzerland aged 6 or over covers a distance of 37 km daily, counting only routes within the country. This corresponds to a travel time, excluding waiting and transfer times, of 83 minutes. On average, men cover just over 11 km more per day than women. These averages include the approximately 10% of the population who stayed home on the day of survey.

## Average daily distance per person in Switzerland (in km)



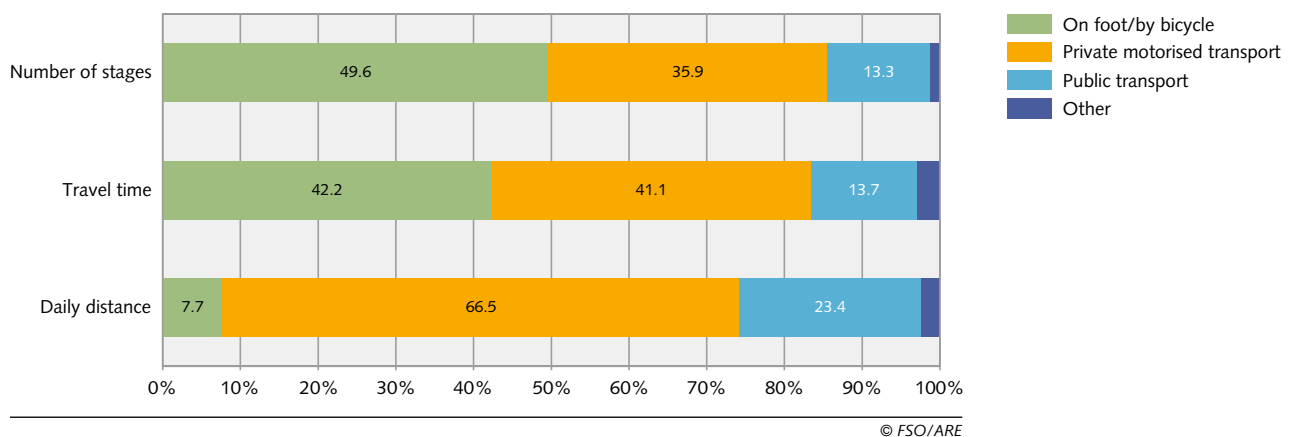
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**Private motorised transport is the frontrunner**

(→ Chap 4)

Two thirds of the daily distances travelled are covered by private motorised transport, i.e. by car or motorcycle. A quarter is covered by public transport (train, postal bus, bus, tram). Slightly less than one tenth of the distances are covered on foot and by bicycle. But the share of these two types of locomotion is far greater if travel times instead of distances are considered: In this case it is 42%. If the number of daily stages covered are considered, bicycle and pedestrian traffic accounts for almost 50%. A stage is defined as each part of a trip that is covered with the same means of transport (thus, someone who cycles to the train station, takes a train and then walks to work from the destination train station covers three stages).

**Choice of a means of transport**

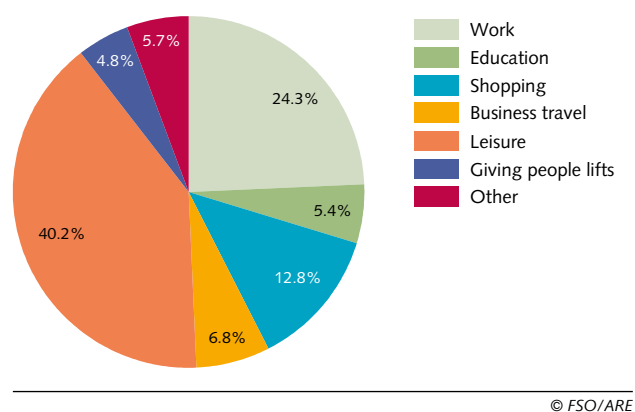


**Leisure as the main trip purpose**

(→ Chap 5)

Measured by distance, leisure is by far the most important trip purpose. On average, 40% of daily distances travelled within Switzerland are covered in connection with leisure activities. The second most important trip purpose is work, which accounts for 24% of the daily distances travelled. The share of car trips in the distances covered is the same in both cases: 65%, respectively, for leisure activities and for work.

**Shares of trip purposes in daily distance travelled**



**The higher the income, the longer the distances**

(→ Chap 6)

The higher the household income, the longer the daily distances: Persons living in households with monthly household incomes of more than CHF 14,000 cover, on average, 2.5 times longer daily distances than persons whose household income is less than CHF 2000. Moreover, persons in high-income households also use motorised transport more frequently.

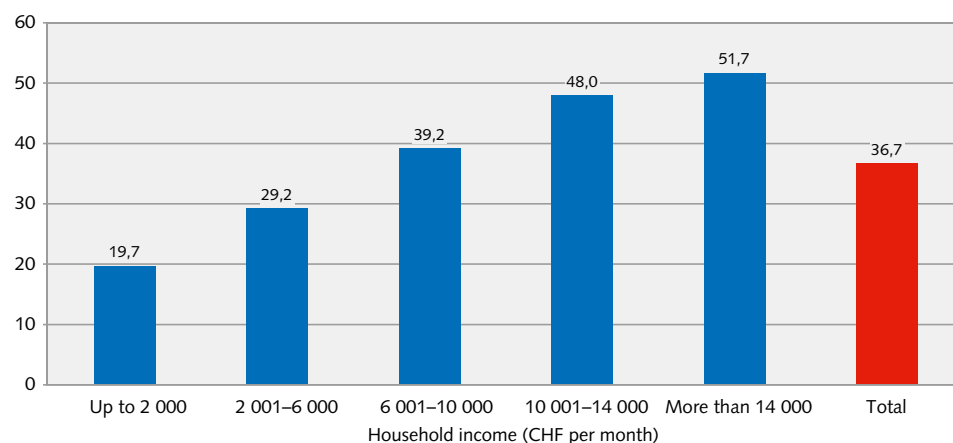
**Living in the city centre saves km**

(→ Chap 7)

The length of daily distances depends not only on gender and household income; the place of residence also has a major influence. People who live in the centre of urban

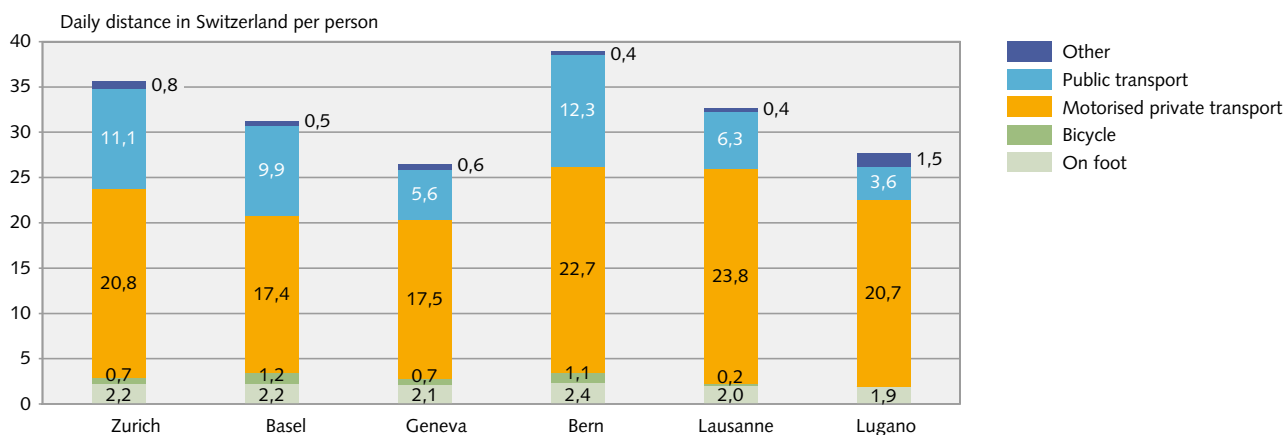
conurbations, such as the city centres of Zurich or Geneva, but also in the central municipalities of smaller urban conurbations, such as Neuchâtel or Frauenfeld, cover the shortest daily distances on average. There are also considerable differences between conurbations in terms of the average daily distances covered with the various means of transport. In the big conurbations, with the exception of Lugano, on average at least 2 km are covered on foot per person. Residents of Basel and Bern bicycle on average more than one kilometre per person; in Lugano, however, bicycles play no role in the daily distance. In all big conurbations the average daily distance travelled by residents in private motorised transport is below the Swiss average. Long daily distances by public transport are also found in Bern and Zurich.

**Inland daily distance by household income (in km per person)**



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**Average daily distance (in km), by means of transport, in the biggest conurbations in three language regions**



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**Strong increase in rail**

(→ Chap 8)

If the results from 2010 are compared with the results of previous years, several developments are noteworthy. The distance covered per person has increased by 4.1% since 2005, although it was temporarily almost stable between 2000 and 2005. The increase since 2005 is solely attributable to public transport, with a particularly marked increase in rail transport: The number of kilometres travelled by rail per capita per day rose by no less than 27% between 2005 and 2010. At the same time, the daily distances travelled by car, bicycle and on foot remained virtually unchanged.

Also striking is the decline in the share of 18–24-year-olds holding a driving licence from 71% in 1994 to 59% in 2010.

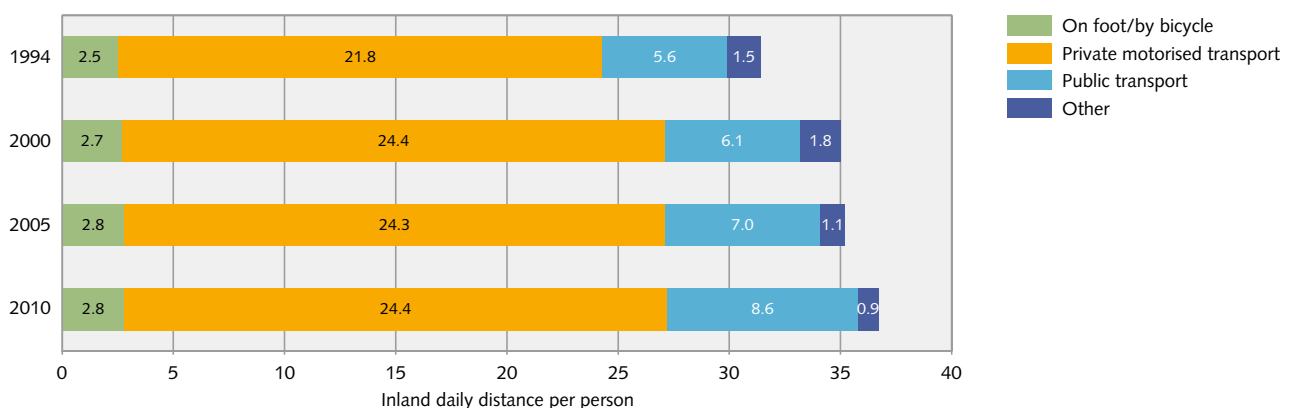
**Many day trips and holiday trips**

(→ Chap 9)

In the previous versions, the focus was on distances covered by the Swiss resident population in a day within Switzerland in general. The results of the “Mobility and Transport Microcensus 2010”, however, also make it possible to make statements about day trips outside the familiar environment as well as about trips with overnight stays. An average of 11.3 day trips outside the familiar environment are made per person per year, 65% of which by private motorised transport. The average distance travelled per person per year, including trips abroad, is 1,500 km.

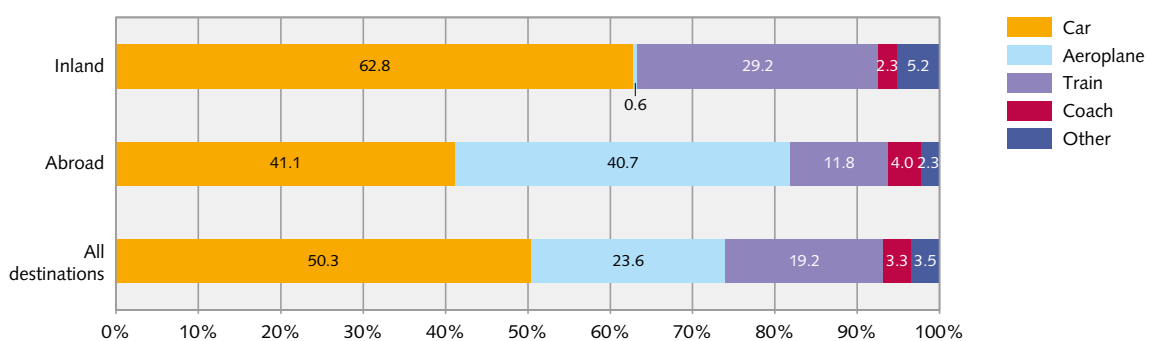
An average of 2.4 trips with overnight stays are made per person per year, of which 57% are abroad. 50% of trips involving overnight stays are made by car and the proportion of trips made by car increases markedly if only trips within Switzerland are considered (63%). On trips with overnight stays, including trips abroad, each person covered an average of 5,100 km per year.

**Kilometres per person per day within Switzerland 1994–2010**



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**Main mode of transport for trips with overnight stays**



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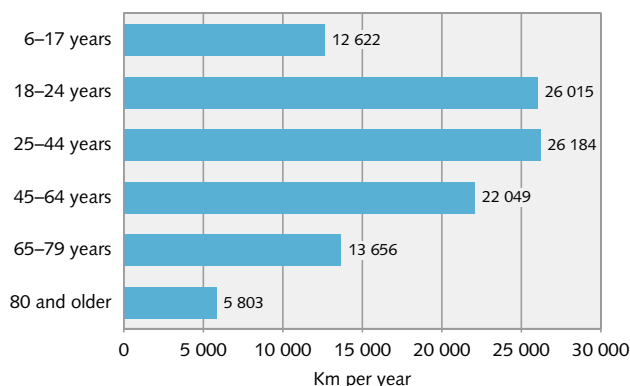


**A total of 20,500 km per person per year**

→ Chap 10)

When all routes travelled over the course of one year by a person resident in Switzerland during trips within Switzerland and abroad are added up, the result is, as mentioned above, an average distance of 20,500 km. Two thirds of this annual distance is travelled in Switzerland and one third abroad. As is the case with daily mobility within Switzerland, there are also major differences between various population groups as regards annual mobility: The distance travelled per year by men is about 7000 kilometres longer than that travelled by women. 18–44-year-olds have above-average mobility: on average more than 26,000 km per year.

**Annual mobility by age group**



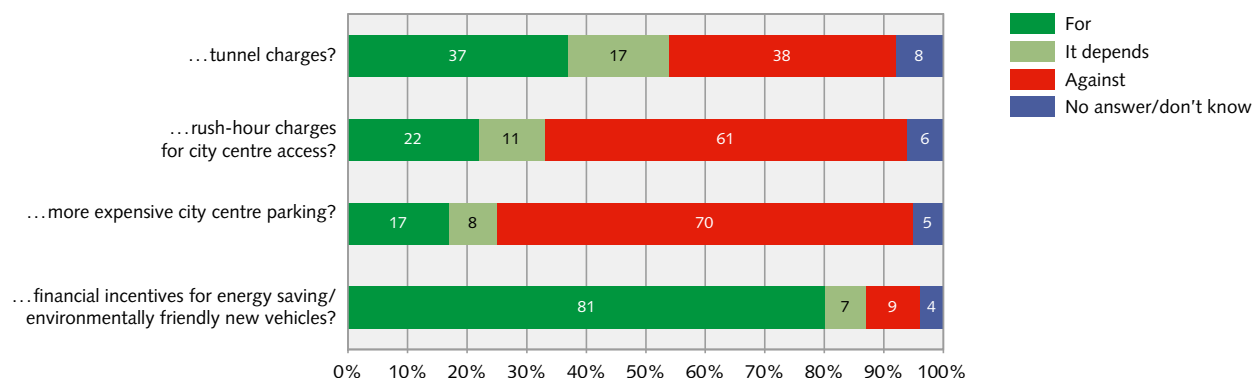
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**Support measures instead of charges are wanted**

(→ Chap 11)

In addition to the travel behaviour, the survey also included questions on the attitude of the Swiss population towards a number of transport policy measures. It was found that fees to regulate traffic, such as road-pricing charges for access to city centres, meet with very little approval from the population. But support measures are seen much more favourably by the public at large: For example, 81% of the population is in favour of financial subsidies for a new generation highly energy efficient and environmentally friendly cars.

**Are you, depending on the circumstances, for or against...**



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Die vorliegende Publikation gibt Auskunft zum Verkehrsverhalten der Bevölkerung in der Schweiz. Sie enthält Tabellen und Grafiken zu folgenden Schwerpunkten: Besitz von Fahrzeugen, Führerausweisen und Abonnements des öffentlichen Verkehrs; tägliches Verkehrsaufkommen (Anzahl Wege, Zeitaufwand, Distanzen); Verkehrszwecke und Verkehrsmittelbenutzung; Tagesreisen und Reisen mit Übernachtungen; Einstellungen zur Verkehrspolitik

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